



Official Publication of The Minnesota Transportation Museum, Inc.



MINNEGAZETTE

Post Office Box 1300, Hopkins, Minnesota 55343

JANUARY-FEBRUARY 1976

ABOUT THE COVER: Gracing the cover of this, the first of our '76 Bicentennial Year Issues of the "Minnegazette", is this 1910 era view of Washington and Third Avenue So. in Minneapolis. Taken by the celebrated Minnesota photographer A.D. Roth, the panorama depicts the heyday of the big yellow TCRT cars. As evidenced by the profusion of carriages, drays and "road apples" on the street, the horse is still dominant on the transportation scene. And, while only two "horseless" carriages are visible on the busy thoroughfare, it is a portent of things to come! At left, center is the famous, but now vanished Nicollet House Hotel in all of its classic splendor. It was a simpler day when all the world was young.

MORE ABOUT OUR COVER: By now, you've noticed; as an additional feature throughout calendar '76, the cover of the "Gazette" will sport the Red, White and Blue Bicentennial color scheme as shown on this first issue. We plan to return to our familiar, official, yellow cover page commencing in 1977. So, for our next five issues, Red, White and Blue in honor of America's 200th Birthday and as a salute to our Nations Transportation heritage!

NOTICE OF THE MTM ANNUAL MEETING

To the members of the Minnesota Transportation Museum, Notice is Hereby Given, in accordance with the Bylaws, that the Annual Meeting of the Minnesota Transportation Museum Inc., will be held on Tuesday, January 13th, 1976 at 8 p.m. at the Curtis Hotel in Downtown Minneapolis for the purposes of hearing reports on the operation of the Museum; electing officers and directors, and transacting such other business as may properly come before the meeting.

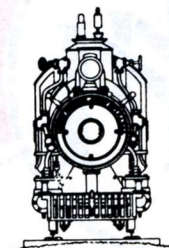
Members are urged to attend the meeting. The privilege of voting is extended to Regular Members in good standing (i.e. whose dues are currently paid.) Associate Members may not vote.

This is the only notice of the meeting which will be sent. Please note the date and time on your calendar now and plan to attend this most important MTM event of the year. Special Note; as part of the Annual meeting program this year, we plan to have a special 35MM color slide presentation on last summer's Minnesota visit of the American Freedom Train. Members having slides which they would like included in the program, are asked to contact Frank Sandberg, 890-2830 to make arrangements. Each member's contribution will be limited to ten slides.

REPORT OF THE NOMINATING COMMITTEE -- Charles Chotkowski

On behalf of the Minnesota Transportation Museum's Nominating Committee, the following report is submitted for consideration by the membership in advance of our January Annual Meeting. Nominees for Officers of the MTM for the year 1976 are;

President	Frank Sandberg
Executive Vice President	Kenneth Holley
Vice President - Public Relations	Paul Joyce
Vice President - Traffic	Scott Heiderich
Vice President - Operations	Kenneth Snyder
Vice President - Publications	Norman Podas
Vice President - Vehicle Restoration	William Graham



Nominating Committee Report cont.

Treasurer
Secretary

Robert Macnie
David Norman

At the January General Meeting, the above slate will be submitted in nomination. Full members of MTM will be eligible to cast ballots.

In making this recommendation for the above nominees, the committee endorses them as best qualified to advance the goals and objectives of MTM during the coming year.

-Charles Chotkowski
-Theodore Kane
-Judy Sandberg

THE PRESIDENT'S FAREWELL MESSAGE

My sincere thanks to you all! In that this is my last message as President of MTM, I wish to express my pleasure in having had the opportunity to work with an outstanding group of people during the past two years.

As a Museum we have much to be proud of; in our dedication to operation and maintenance of the Lake Harriet Streetcar Line and the Minnehaha Depot, as well as the marvelous restoration work now going on at Como Shops. We have been reliable and responsible in all which we have undertaken. We have kept the public trust and confidence. In the years ahead, there will be much to look forward to for both challenge and fun. There is the long awaited and heralded extension of track at Lake Harriet, the possible acquisition of N.P. #328 locomotive, our forthcoming book on the "Electric Railroads of Minnesota" plus the many other MTM projects requiring both your minds and physical effort. I ask only that you continue to give that same willing support to your new president and officers as you have in the past. It is only through such efforts that the Museum will maintain its vitality and move forward.

I wish you all a happy and prosperous 1976.

Respectfully,

George K. Isaacs
President

COMO-HARRIET '75 EPILOGUE

Our 1975 operating season at Lake Harriet was officially brought to close on Sunday, November 16th. Our old, but very reliable #1300 has been put away for the winter and is now resting comfortably in the Linden Hills carhouse.

The final statistics for the year show that we carried 38,526 passengers during our regularly scheduled operations with an additional 1770 being carried on charters, giving a grand total for the year of 40,296. While this figure is slightly behind the totals for previous years, it is none the less impressive when it is considered that both Memorial Day and Labor Day operations this past year were severely hampered by unseasonably bad weather and numerous electrical problems. Since we inaugurated our operation at Lake Harriet in August of 1971, we have carried a grand total of 193,672 paying passengers! Who said people don't ride streetcars anymore!

The venerable Minnehaha Depot was staffed on each and every Sunday and Holiday from Memorial Day to Labor Day and in addition to our regular schedule the station was open to the public during the entire period of time that

'75 EPILOGUE cont.

the Freedom Train was in residence on the adjacent Milwaukee road trackage. An educated guess is that 50,000 people went through the colorful depot during this period and that at least half of them asked, "Is this where you buy tickets to the Freedom Train?"

To all those who staffed the depot this summer as well as those 60-plus members who regularly contribute their time to operate car #1300 at Lake Harriet, my sincere and heartfelt thanks for making a simply great 1975 season.

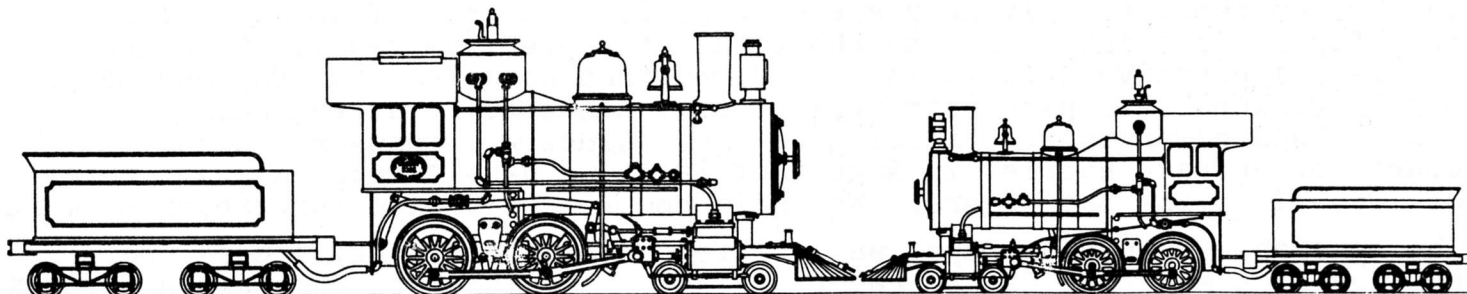
Frank Sandberg
Vice-president - Traffic

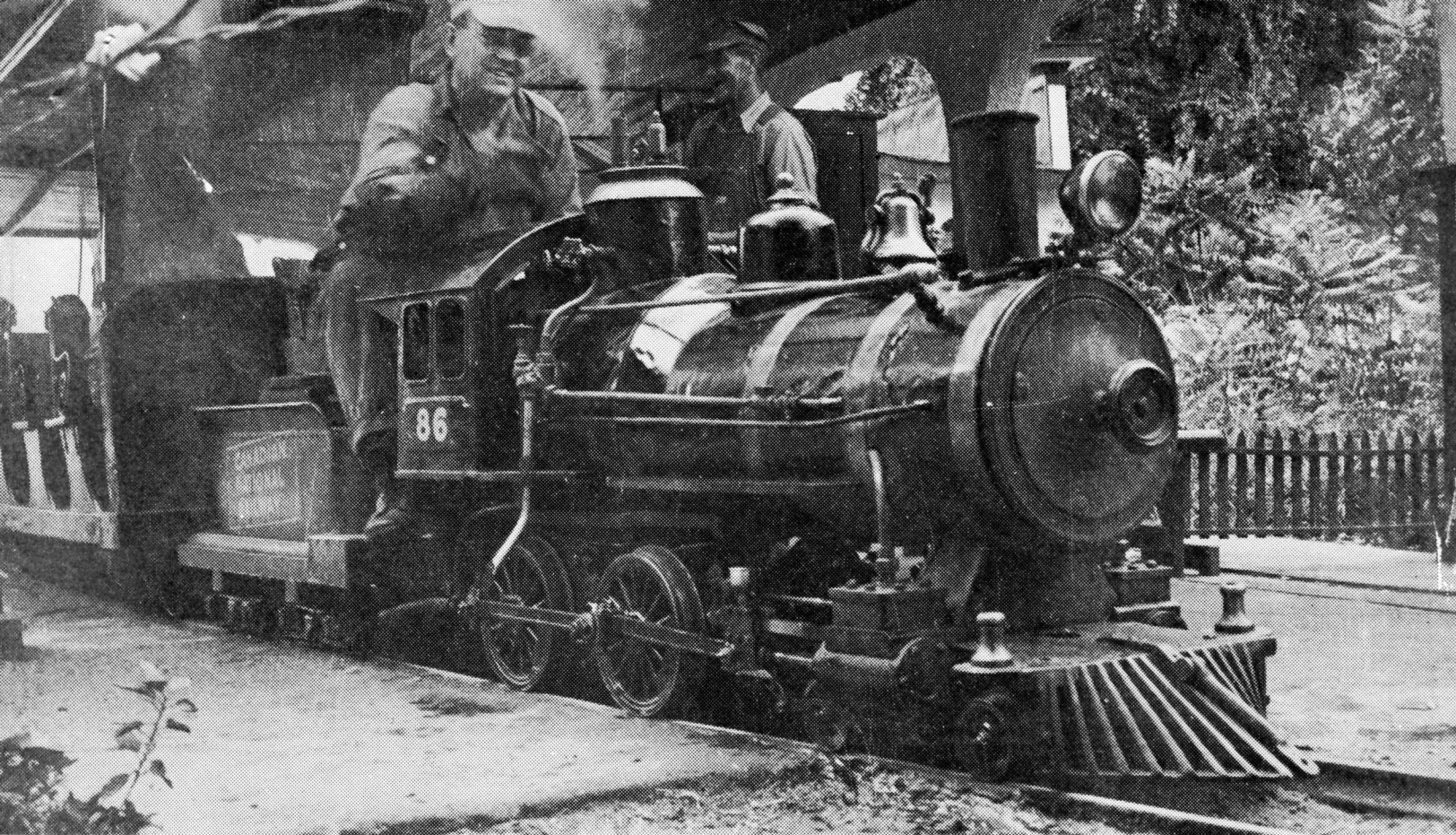
THE WONDERFUL CAGNEY!

In the history of the pint-sized commercial railway in America, no name is more significant than Cagney. The Cagney brothers of New York City, with manufacturing facilities in Niagara Falls, N.Y., turned out 12,15 and 22 inch-gauge live steamers for Park size miniature railways during the early years of the Twentieth Century to such a degree that the brand name lives to this very day in the hearts of railway fanciers. The chubby little Cagney was a durable machine!

What does all this mean to Minnesota Transportation? The live-steam Cagney was liberally employed throughout the United States and Canada on tourist municipal parks and amusement park miniature railroads. Minnesota also claimed one of these. In and about 1912, the celebrated Longfellow Gardens at Minnehaha Park on Minnehaha Ave. in So. Minneapolis employed a 15' gauge Cagney. It was, along with the other attributes of the now vanished Longfellow Gardens, a very popular attraction. Quoting from an old TCRT "Twin Cities Today" brochure of 1915, "Longfellow Zoo Gardens" with their "seven acres of Gladness, - a pretty park of Lakes and Lagoons - are always a favorite resort for young and old. Here is a collection of over a Thousand birds, animals of odd and beautiful species...In the handsome new refreshment pavilion is a melodious electric Orchestrion...A miniature steam railway train, drawn by the engine "Nokomis" makes a one mile (circular) trip around the grounds."

During the years of the great depression, the shrill whistle of Nokomis and the miniature world vanished and, sad to relate, rumor has it that Nokomis, the engine, and cars remained in storage until the late 1950's in Minneapolis and were then summarily scrapped. While the Twin Cities area has long since lost its Cagney miniature, the breed still runs throughout North America and the world. Cagneys are still bought, sold, modified, reworked -- and yet all remain Cagneys to the miniature live steamer specialist. The brothers Cagney were prolific and they built very well indeed! Too bad we don't have Nokomis and the marvelous Longfellow Gardens at Minnehaha today.

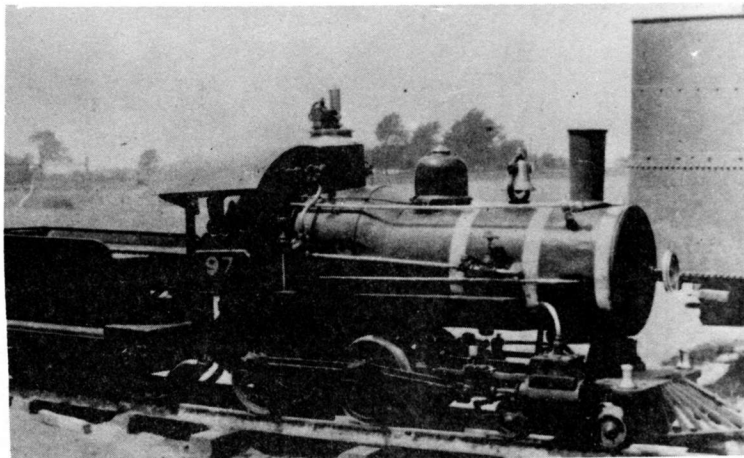
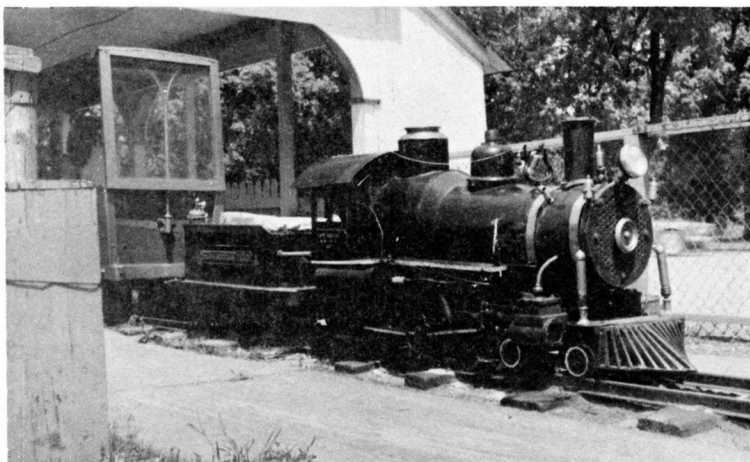
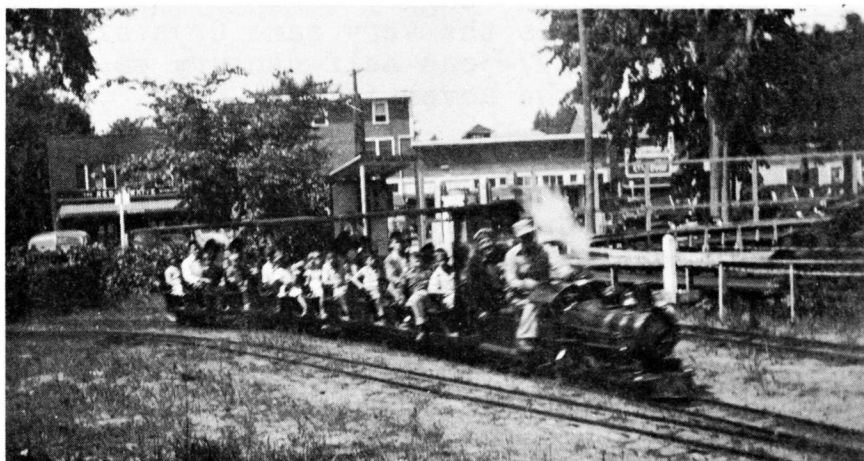


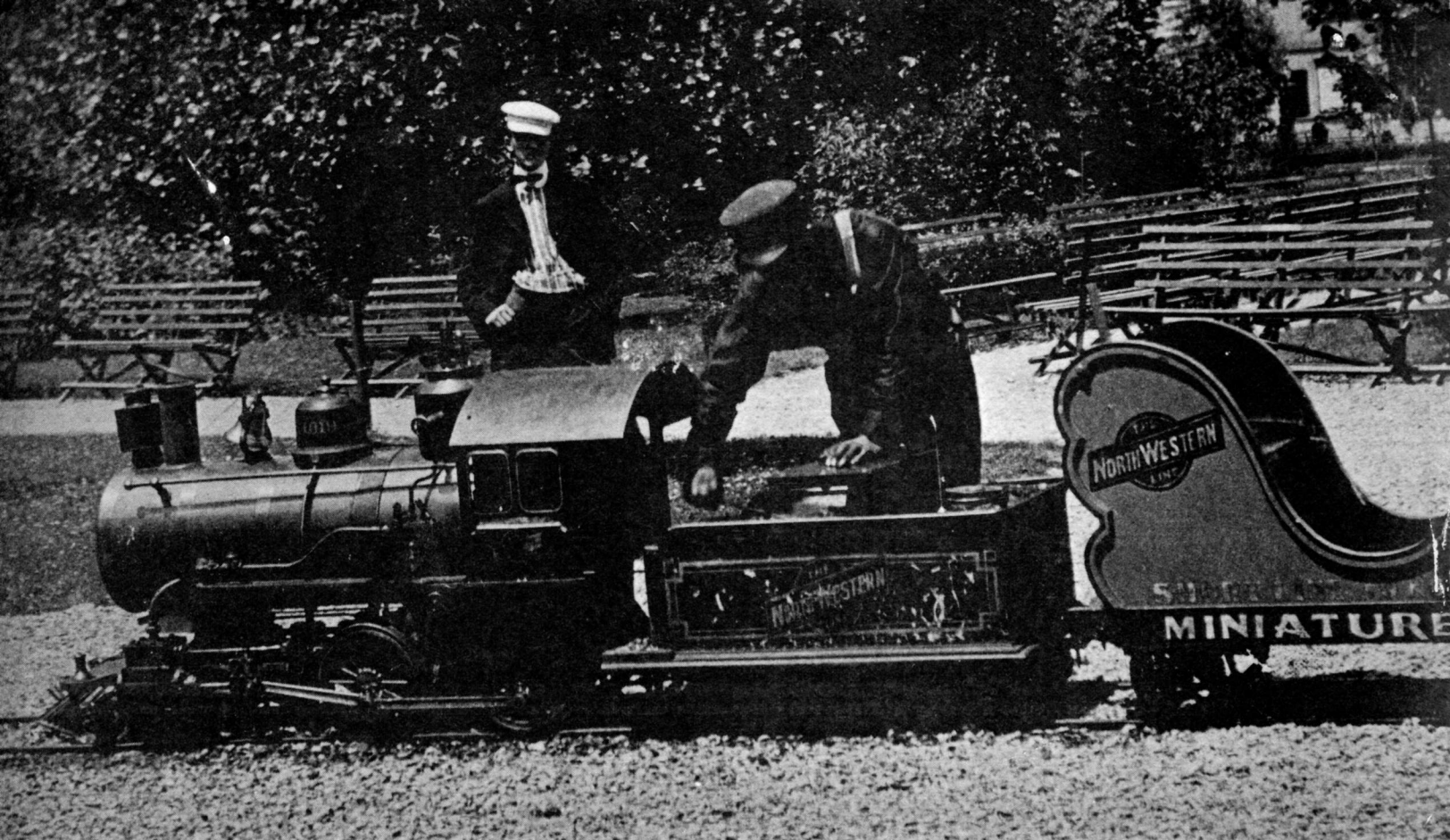


Above; Well-travelled 15" Cagney shown over the ash-pit at Crystal Beach, Ont. circa 1949. Louis LeJeune, engineer. Right; "At Speed" on the Crystal Beach line.

Below; Later-day remodelled Cagney with Gas engine at London, Ont., the lineage is unmistakable.

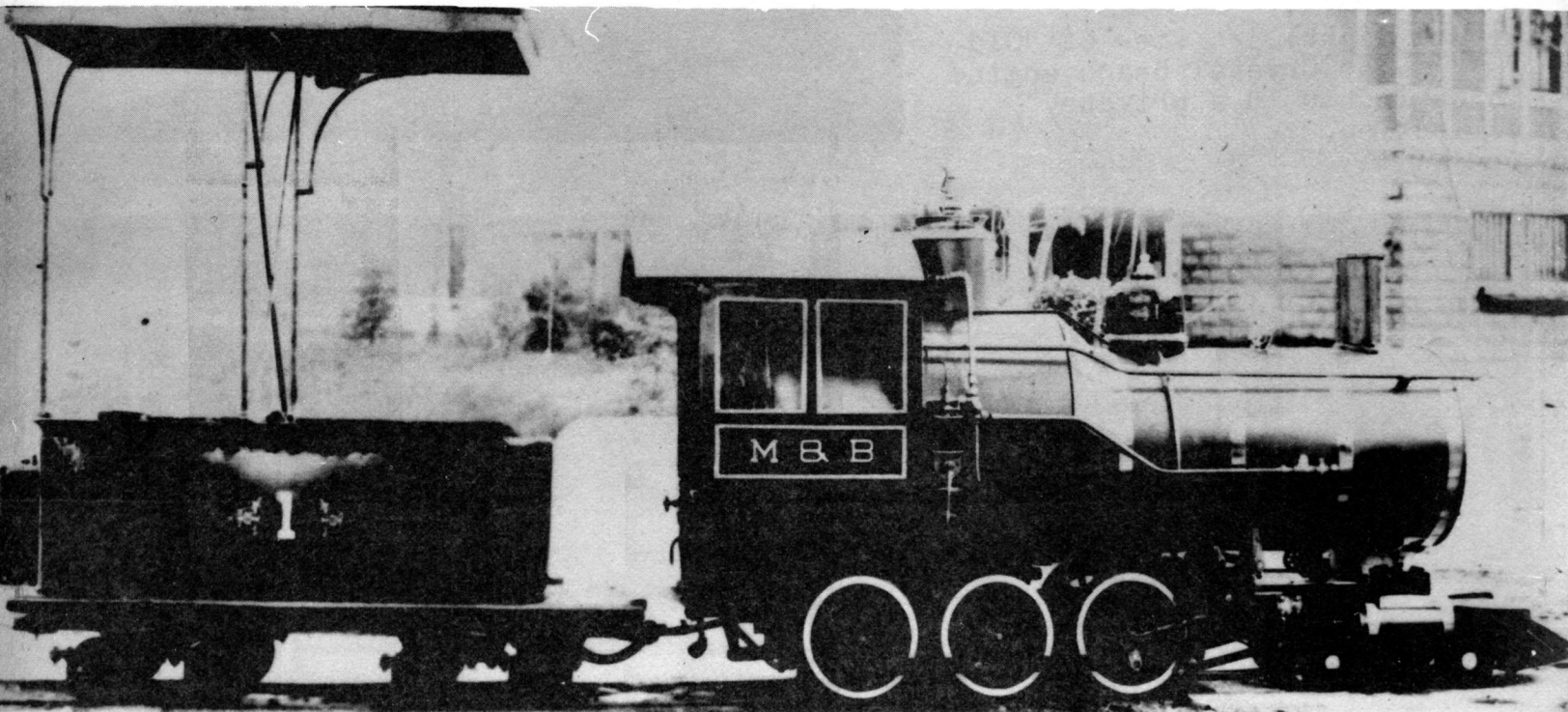
Bottom Right; 3/4 view of "Old #97" a 15" Crystal Beach engine which is now in a private collection.





Above; Live steam 15" Cagney shown at the Pan American Exposition, Buffalo, N.Y., 1901. This is the very same Crystal Beach engine shown on the preceeding page -#97- one half-century earlier! Chicago Northwestern paid \$15,000 for the advertising.

Below; Look-alike 15" gauge engine built by the "House of David," Benton Harbor, Michigan for that extensive miniature tourist railway operation. The House of David people closely followed the Cagney pattern in constructing their own fleet of steamers. However, the Cagney Bros. never produced a live-steam 4-6-0 commercially.





MINNESOTA STREETCAR MUSEUM

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August 2021

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We Make Minnesota's Electric Railway History Come Alive!